

From boatanchors@theporch.com Mon May 22 13:10:28 1995  
Date: Mon, 22 May 1995 08:10:28 -0500  
Message-Id: <108063@w5ddl.aara.org>  
From: n5off@w5ddl.aara.org  
Subject: 1st Mil Rig for New BA Type?

I seem to be the focal point in my office for folks wanting to buy their first BA, ever since I put a working BC-348 on the shelf. Everyone has commented on what an interesting piece this is (except the boss who comes right out of Dilbert!).

In any case the most recent newbie BA'er asked me to look for a BC-348 type of radio for him.

Q: What other types of BA's might suit this guys tastes?

He is not too particular about the type, but it has to have these attributes:

- 1) gotta work well
- 2) gotta be sorta military cool
- 3) gotta have tubes
- 4) <\$100 or so

Anyone wish to add to the possible want list? I'll take the results and then develop a "real" want list for him to post here.

Merci de Tom N5OFF

From boatanchors@theporch.com Mon May 22 14:28:53 1995  
Date: Mon, 22 May 1995 09:28:53 -0500  
Message-Id: <950522142343\_71333.144\_DHQ73-1@CompuServe.COM>  
From: don merz <71333.144@compuserve.com>  
Subject: Allied, Tower, Harris FS

Radio Gear For Sale. Offers Welcome.

CONTACT: Don Merz, N3RHT: 47 Hazel Drive, Pittsburgh, PA 15228.  
412-234-8819 (weekdays, EST or leave a message anytime).  
71333.144@compuserve.com

Allied A-2515 general coverage receiver. .15 - 30mhz. AM, CW, SSB. Bandsread, BFO, slide-rule dials for BS and main tuning. 110vac or 12vdc (both supplies built in). All solid state. Unworking but appears to be brand new--flawless paint and front panel. Handsome receiver. \$35.  
50 foot galvanized steel antenna tower. Bolt-together sections narrow to

the top. Top section included. Tilt-over base included. But no in-ground mount. It is down and apparently has been down for a number of years. It is dusty but in excellent condition or better. For transport, each section slides inside the next so it fits perfectly in a Plymouth Voyager LS. Pick up only in Pittsburgh, PA. Any reasonable offer considered.

28 Harris "1525-Series" trunk mount VHF FM commercial mobile two-way radios. These are 6 channel 25 watt rigs, all solid state. Easily re-tuned to 2 meters. Beautifully built with reverse polarity protection on 12V power connection and digital synthesized frequency accuracy. Requires separate control head which I do not have. However, the cable to run from the trunk to the control head is included and has the correct connectors on both ends. The following control heads will work: Harris RF4904, RF495, RF1526 and RF1527. \$17 each. \$399 for all 28 sets with cables.

2 Harris "1525-Series" VHF FM dash-mount mobile radios with mic. Have base station stand and battery setup. 6 channel crystal controlled. All solid state and pretty sharp. Working perfectly. All controls on front. Easily retuned to 2 meters. These are the exact same sets as above but all controls are on the front panel plus they have the base station mount and battery setup. \$59 each.

Harris 1525 series operating and maintenance manual photocopy. Complete with all schematics and maintenance instructions: \$9 postage paid.

From boatanchors@theporch.com Mon May 22 17:57:02 1995  
Date: Mon, 22 May 1995 12:57:02 -0500  
Message-Id: <9505221745.AA03163@ihurrry.ih.att.com>  
From: Michael.J.Knudsen@att.com  
Subject: BA dead, 10 mtrs lives!

Haven't heard one peep from the BA list for a week.  
Did it take a real nosedive this time?  
I know there had been a system crash that messed up a lot of files.

On a happier note, my R390A and I had a great time surfing 10 meters last nite. Found a CW beacon around 28.220 in early afternoon, but in late evening it was wall-wall SSB QSOs on the 10-10 Contest.

Not clear how much of this activity was due to the contest and how much from unusual propagation. I copied several stations from Alabama, Denver, and Texas, but couldn't even hear the folks they were working in other parts of the US. I'm near Chicago.

BTW, that CW beacon was in Apex, NC, but with a W5 call (ex-Texan?), and was only about 449 with severe QSB.

I found the big band opening while firing up a Gonset 3-band converter (15, 10, and 6) for the first time since I got it in a package deal last summer. This uses 7-pin mini pentode RF amps and loktal 7F8 dual triodes for oscillator and mixer. Only the 10/11 meter section works right so far. The 6-meter section draws no current, and the 15-meter section draws excessive current. You can tell since all plate circuits are live, but only the selected band gets filament power. You guage current consumption by watching the VR105 tube.

The Gonset is a beauty to look at lit up in a dark room, and feels great to tune. Is the spinner tuning knob original? 73, mike k w9nrd

From boatanchors@theporch.com Mon May 22 15:34:56 1995  
Date: Mon, 22 May 1995 10:34:56 -0500  
Message-Id: <9505220740.0ASB200@24stex.com>  
From: michael.moore@24stex.com  
Subject: BC-1206 & R-10A

FR>From: FRANCIS4@AppleLink.Apple.COM (Francis, Dexter)  
FR>Well, I've determined that the BC-1206C works. I fed it 12 VDC and used a  
FR>screwdriver to contact the antenna feed and was able to hear all three local  
FR>airport beacons. (It tunes 200 to 400 khz)

FR>Anybody have access to some data/manuals?

My callbook cd-rom shows your address as being on Blodgett Dr.,  
C. Springs. I'll mail you a schematic of the bc-1206 today.

Mike...K6SQJ

From boatanchors@theporch.com Mon May 22 13:19:59 1995  
Date: Mon, 22 May 1995 08:19:59 -0500  
Message-Id: <199505221317.JAA01158@latte.eng.umd.edu>  
From: Philip Gwynne McCoy <dgnova@Glue.umd.edu>  
Subject: BC-1206-C

To: FRANCIS  
From: Philip McCoy  
Subject: BC-1206-c

I have worked on these receivers a number of years ago. I believe that this receiver worked on 24 volts DC. It was originally designed to fit into a standart aircraft instrument panel, hence the four screw holes on the front panel. There were at least 3

different manufactures, Setchell-Carlson, Detrola, and Ranger. The Setchell-Carlson sets used loctal tubes, the Detrola sets used octal. I have the wiring diagrams for these 2 sets. The antenna connector was taken from a fuse holder. This type of fuse holder was not mounted on the set, (this is difficult to explain) but was built into the power cord. They were used on 1930s automobiles. If you want the diagram, e-mail me at dgnova@eng.umd.edu. O by the way, in aligning these sets, you might have to add a condenser in parallel with the antenna input to bring the first tuned circuit into resonance. About 100 uufd.

>Reply-To: FRANCIS4@AppleLink.Apple.COM  
>From: FRANCIS4@AppleLink.Apple.COM (Francis, Dexter)  
>Subject: BC-1206 & R-10A ?'s/update

>Well, I've determined that the BC-1206C works. I fed it 12 VDC and used a  
>screwdriver to contact the antenna feed and was able to hear all three local  
>airport beacons. (It tunes 200 to 400 khz)

>But now I'd like to know what sort of antenna conenctor this thing takes. All  
>it has is a punched hole in the side of the case that appears to take some sort  
>of bayonnetted plug.

From boatanchors@theporch.com Tue May 23 01:00:43 1995  
Date: Mon, 22 May 1995 20:00:43 -0500  
Message-Id: <"d0aL=8h0000000000\*"@MHS>  
From: RICHARD\_HUMPHREY@hp5200.desk.hp.com  
Subject: RE: Carbon Comp Resistors

Bottom line on carbon comp resistors is that they are the Jurassic Park of resistors and should be extinct.

I don't think they are used commercially any more, at least not in serious equipment. Cheap throwaway junk, maybe.

Carbon comp resistors drift with time and temp. I don't care how well derated they are, they will change value eventually.

I no longer use them in repairs or new homebrew. Last year when I moved, I tossed my entire carbon comp resistor bin in the dumpster. (I should have kept a few: the leads can be snipped off for use as jumpers.)

RF circuits won't work with wirewound resistors. (I saw a homebrew dummy load at Foothill made from big, WW resistors. Bet that worked well!) Film resistors should be OK. Check the data sheet.

Richard  
N6NAE

From boatanchors@theporch.com Tue May 23 04:04:04 1995  
Date: Mon, 22 May 1995 23:04:04 -0500  
Message-Id: <950523000131\_128516242@aol.com>  
From: KD0HG@aol.com  
Subject: Re: Carbon Comp Resistors

It's been pretty well established both on the BA forum and by technical fact that carbon and/or metal film resistors can be superior to the old type comps, but let me play Devil's advocate on this one...

1) The great old receivers most of us cherish all were built and designed to use carbon comp resistors. By and large, these receivers delivered excellent performance under often difficult conditions even though comp resistors have a large temperature drift. It is one thing to design a circuit that works well using 1% tolerance parts that don't drift but the OT engineers at Collins, Zenith, Hammarlund, etc. designed circuits that met spec even though the resistors and capacitors weren't as ideal as they are today.

2) While there are applications in old BAs that can benefit from the film resistor's greater stability (such as S-meter bridge or notch circuits), there are most where it won't make a bit of difference such as applications in cathode bias, screen dropping, control grid biasing, power supply bleeders, etc. I just flat-out don't feel that any tangible benefit can be proven or derived by globally replacing comp with film resistors in most BA applications.

3) When used correctly and within ratings- this includes appropriate derating for high ambient temperatures- the carbon comp can be a very reliable device. The standard Allen-Bradley MIL-R-11 has a typical failure rate of better than .001% per 1000 hours under load, and this is guaranteed under mil-spec R-39008 and verified using mil qualification tests.

4) And speaking of the military... if the comp resistor is such a piece of junk, how come its use hasn't been banned by now in favor of the film type in mil-spec gear?

5) Anyone doing restoration work is gonna see carbon comps that have drifted all over the place, many of which will need replacement. So? Whadda you expect for 30, 40, or 70 year old radioparts? I say leave the radio as authentic as possible using modern parts as sparingly as possible and then only where an obvious improvement can be justified (like the R-390 PS)----then worry about replacing them again 40 years from now.

6) Many of the resistor problems BAs have can be attributed to one enemy-heat

within the equipment. We are using our BAs designed for operation on 110 to 115 VAC and running them on 120 to 126 volt lines; we are replacing tube rectifiers with silicon.. Remember that heat is proportional to the square of the voltage, ( $P=E^2 \text{ over } R$ ). I calculated that by using a 115 volt radio on my 125 volt AC line the resistors are dissipating about 20% more power on average than what the designers had planned on. So, yeah, it's getting extra hot inside those 75A-4s and SP-600s, and then each resistor has to cope with a 20% 'overpowering' in addition to the higher ambient. We can do a redesign with modern parts and ruin the authenticity, or we can use a Variac or constant voltage transformer and run the radio on power it was designed for.

Sorry abt the bandwidth...Allen Bradley was a close friend of mine...Bill,  
KD0HG

From boatanchors@theporch.com Tue May 23 00:09:46 1995  
Date: Mon, 22 May 1995 19:09:46 -0500  
Message-Id: <m0sDhUJ-003BDbC@moon.earthlink.net>  
From: jlb@earthlink.net  
Subject: Carbon resistors vs Metal film resistors

I recently put 10 metal film and 10 carbon resistors through a temperature test. The carbon resistors were 4.7ohm at 10% tolerance at 1/2 watt. The metal film resistors were 4.7 ohm at 5% tolerance at 1/2 watt. I mounted all 20 resistors and a temperature probe, onto an aquarium heater hooked up to a variac. I then cycled the resistors through different temperatures from 30 degrees F to 150 degrees F. The cycle is described below.

Degrees	Time	Resistance
87	10 min	4.65 ohms (room temperature)
135	10 min	4.63 ohms (heater on)
150	10 min	4.61 ohms (heater on)
150	10 min	4.38 ohms (heater on)
150	10 min	4.37 ohms (heater on)
87	20 min	4.63 ohms ( let cool at room temp for 20 min)
34	15 min	4.64 ohms (put in the refrigerator)
30	5 min	4.67 ohms (put in the freezer)
87	20 min	4.64 ohms ( let warm up to room temp)
135	10 min	4.41 ohms (heater on)
150	10 min	4.38 ohms (heater on)
87	20min	4.63 ohms ( let cool to room )

The resistances above were typical of the film resistors. The carbon resistors however all failed once they hit the 150 degrees mark for 20 min. Also most of the carbon resistors drifted up in value before failing while the film resistors all drifted down in value. This is by no means a scientific

experiment and I don't know how much of the information is useful. However since I am about to replace a lot of carbon resistors, using film replacements makes a lot of sense.

Since the original circuits in the 75A4 were designed with 10% carbon resistors in mind is there any reason why 5% film resistors won't work? If you had two A4's side by side: one with all film resistors installed and one with all carbon, would there be any difference in performance?

I have not recorded the temperatures around any of the tube sockets yet but I will soon. I know the tubes get hot enough to burn your fingers. I am curious to see just how hot the under chassis gets. There is virtually no air movement under the chassis so it is no surprise to me to find melted coils and burnt resistors.

All comments pro and con are very welcome.

Joe AA6WG

jlb@earthlink.net

From boatanchors@theporch.com Tue May 23 00:24:16 1995

Date: Mon, 22 May 1995 19:24:16 -0500

Message-Id: <Chameleon.4.01.950522191638.dgibbs@>

From: "R. Dennis Gibbs" <dgibbs@Rational.COM>

Subject: RE: Carbon resistors vs Metal film resistors

Joe (jlb@earthlink.net) recently wrote:

>I recently put 10 metal film and 10 carbon resistors through a temperature  
>test. The carbon resistors were 4.7ohm at 10% tolerance at 1/2 watt. The metal  
>film resistors were 4.7 ohm at 5% tolerance at 1/2 watt. I mounted all 20  
>resistors and a temperature probe, onto an aquarium heater hooked up to a  
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>

> ...

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>resistors all drifted down in value. This is by no means a scientific  
>experiment and I don't know how much of the information is useful. However  
>since I am about to replace a lot of carbon resistors, using film replacements  
>makes a lot of sense.

>

>All comments pro and con are very welcome.

>Joe AA6WG  
>jlb@earthlink.net  
>

Well, your observations about carbon resistors and temperatures (at least, the part about the carbon resistors) seems to be consistent with what I have seen. I have been having loads of problems with 47 ohm resistors in both the power supply and Audio decks of the R389/R390/R391 series. It simply gets too hot for these resistors, and they go way up in value, causing voltage regulation problems. I bought replacements that were metal (actually wirewound) 5% tolerance replacements.

It is my understanding that the metal wirewound resistors would be preferable for replacement in power handling circuits. However, in RF circuits, there *may* be problems since some wirewound/metal resistors may cause problems due to the inductance added by a wirewound resistor. Perhaps someone more experienced than I could explain precisely in detail when it would not be appropriate to use the metal resistors.

Dennis Gibbs  
dgibbs@rational.com

From boatanchors@theporch.com Mon May 22 13:47:38 1995  
Date: Mon, 22 May 1995 08:47:38 -0500  
Message-Id: <199505221340.JAA06487@cc01du.unity.ncsu.edu>  
From: rdkeys@unity.ncsu.edu  
Subject: Collins R-388 or 51-J Dial Drum Replacement Decal

I forgot who wanted the Collins Dial Drum Decal, so I am just posting it to the list. It is small (only 15K in size). Press whatever kills your current mail entry to skip, OK.

Delete all above the first postscript line and print on any postscript printer. Make SURE there are NO BLANK LEADING LINES. The first line sent to the printer must not be a null line but must be the PS-Adobe line. It prints fine on all the printers I have tried it on, on unix, dos, mac-apples or whatever.

To use, print it out, and just tape it over the fading/chipped/missing original, using clear tape along the edges and on the replacement itself after it wraps around the drum dial. To remove, snip the tape and it is back to original. Worked fine for me.



Someone can archive this in the BA archives if so desired.

Bob/NA4G

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%%EOF

From boatanchors@theporch.com Mon May 22 22:35:45 1995  
Date: Mon, 22 May 1995 17:35:45 -0500  
Message-Id: <199505222235.PAA20308@mozart.bcit.bc.ca>  
From: "Colin Schmutter" <Colin.Schmutter@theporch.com>  
Subject: Drake TR-4C problem

I have picked up a Drake TR-4C about 2 weeks ago and have received reports of a slight audio distortion while transmitting.

The reports indicate that it may be RF getting into the microphone.

I have checked the obvious areas such as condition of all the tubes, microphone cables and grounding but the problem persists.

I have also tried two other microphones but has made no difference.

Listening to my own signal with a monitor receiver I cannot detect it on the SSB modes but on AM it is noticeable on the the first syllable of each word.

Could this be a common problem to the TR4's?

Has anyone else experienced this problem and know of a fix?

Please reply to cschmutter@bcit.bc.ca

Regards,

Colin

From boatanchors@theporch.com Mon May 22 23:00:45 1995  
Date: Mon, 22 May 1995 18:00:45 -0500  
Message-Id: <Pine.SUN.3.91.950522155450.15082A-100000@crl5.crl.com>  
From: Steven Wilson <randyw@crl.com>  
Subject: Re: Drake TR-4C problem

Sounds like you have a high VSWR. Are you using an antennna tuner,  
do you have a earth ground. check for break in mike cord at mike  
and plub. de stan ak0b  
TR-4C do not have a RF problem, sometimes operator problems hi

From boatanchors@theporch.com Mon May 22 20:37:29 1995  
Date: Mon, 22 May 1995 15:37:29 -0500  
Message-Id: <Pine.BSI.3.91.950522162535.6532B-100000@laurel.us.net>  
From: Tony Stalls <ras@us.net>  
Subject: False Alarm

Hello again all,

I've unsubscribed and have returned the stealth mode. I'll be reading via  
the digests every couple of days or so again, but if you want to reach me  
sooner, address to <ras@us.net>.

73,

Tony  
K4KY0

From boatanchors@theporch.com Tue May 23 00:02:21 1995  
Date: Mon, 22 May 1995 19:02:21 -0500  
Message-Id: <199505230000.TAA27463@uro.theporch.com>  
From: Jack Taylor <n7oo@hereford.ampr.org>  
Subject: FS HP-141S

HP-141S spectrum analyzer mainframe  
8552A Spectrum analyzer IF section  
8552B Spectrum analyzer IF section (missing scan mode switch)

196B Oscilloscope camera (mates to 141S)  
1402A Dual trace amplifier (DC - 20 MHz)  
1421A Time base & delay generator  
\$225 plus shipping from Aridzona.

Needed to make this package into a functional spectrum analyzer is one or more of the 855x RF plug-in's. Lacking these, the supplied plug-in's will allow the 141S to be used as an ordinary scope. Equipment is operational except as indicated above and I have no way of checking the 8552A IF plug-in without the companion RF section, which I don't have.

73 de Jack

From boatanchors@theporch.com Tue May 23 01:51:50 1995  
Date: Mon, 22 May 1995 20:51:50 -0500  
Message-Id: <950522214829\_128413298@aol.com>  
From: CarlHeintz@aol.com  
Subject: FS: SX-100 Receiver

A very nice one... front pannel is almost as new, cabinet top has a few very small hairline scratches -- insides are great, only modification is a phono plug on the back to hook up a scope. With original manual. Asking \$350 due to condition. CarlHeintz@aol.com

From boatanchors@theporch.com Tue May 23 02:55:44 1995  
Date: Mon, 22 May 1995 21:55:44 -0500  
Message-Id: <Chameleon.4.01.2.950522165810.jproc@>  
From: jproc@worldlinx.com  
Subject: FSC107 Frequency Shift Converter

Dear BA's,

Since 1992, I have been trying to locate and acquire all of the missing BA's for the radio restoration aboard Haida. I'm now in the home stretch with only a few pieces left to go. Some of the rare gear has been easy to find and vice versa. The BA that has been most difficult to locate has been the Model FSC107 frequency shift converter.

There were ten's of thousands of these made for Teletype wire service in the 1950's, and I find it hard to believe that very last one has gone to the boneyard. This device operates on an 850 Hz tone shift and thousands of amateurs got their start in RTTY using one of these when they became surplus.



If anyone knows whereabouts of a FSC107, I would certainly appreciate hearing from you. Anyone know if there are any RTTY special interest groups on the Internet?

Regards,

-----  
Jerry Proc    VE3FAB  
E-mail: jproc@worldlinx.com  
Radio Restoration Volunteer  
HMCS Haida    Toronto, Ontario  
-----

From boatanchors@theporch.com    Mon May 22 22:12:51 1995  
Date: Mon, 22 May 1995 17:12:51 -0500  
Message-Id: <2FC0F9E0@sharkgate.sandiegoca.attgis.com>  
From: "Kenan, Larry" <llk@sandshark.sandiegoca.attgis.com>  
Subject: FW: Breting Model 14 Receiver

> I have just run across a Breting Model 14 receiver in exceptional  
> condition. This is the first one I have seen and have no idea of  
> its worth. The fellow that has it is asking \$300 but I think that  
> is a little steep. If anyone has any idea of its worth or is interested  
> in it please let me know.  
> Thanks  
> -- Dale N. Richardson

The model 14 had 14 tubes and was built in Los Angeles,  
production started in 1937. The designer was Ray Gudie. Breting  
and Gudie had both previously worked for Gilfillin.

A 12 tube Breting model 12, built in 1935 sold at a So. Cal.  
Antique Radio Soc. auction in February for \$100. It was in good  
cosmetic condition.

Larry Kenan

From boatanchors@theporch.com    Mon May 22 13:50:36 1995  
Date: Mon, 22 May 1995 08:50:36 -0500  
Message-Id: <199505221342.JAA04115@shiva.shiva.com>

From: John Shriver <jas@shiva.com>  
Subject: GenRad

There is a company called GenRad which is in business. However, to try and claim that any relation still exists to the company that made all of the delicious test equipment and standards that we see at ham fleas would be a long reach.

GenRad (formerly General Radio) is now a manufacturer of automatic test equipment (ATE) for printed circuit cards, and perhaps also for integrated circuits. This is their only product line, a very risky cyclical roller-coaster of a business. Also a very competitive business.

They sold off their test equipment and standards business about 15 years ago to a company called QuadTek [sp?], to raise cash in one of the down cycles of the ATE business. QuadTek is a bunch of incompetent boobs who quickly asset-stripped the business. So far as I know, they manufacture nothing. Spare parts are no longer available, sometimes they are willing to copy a manual for \$100. They purport to provide repair service, but local GenRad veterans here will tell you that most of these repair guys don't know their peter from a soldering iron.

There are a lot of very bitter GenRad veterans. It used to be one of those generous conservative old companies, that did things "right".

The GenRad Variac business somehow wound up with Technipower, who still make the Variacs.

GenRad test equipment is superbly built. It is usually incredibly reliable. However, they had a strong tendency to use some very weird parts, which are now impossible to replace. Obvious strange parts are the precision resistors and capacitors that they made. Less obvious are things like thermistors from companies that don't exist anymore. Thus, you take a certain gamble on some of the equipment. The simpler it is, the more chance it will work, and you can keep it working. It may be necessary to buy two and cannibalize.

There are some places that specialize in working on GenRad gear. Much of it has not been replaced by anything comprable from the current test equipment manufacturers.

From boatanchors@theporch.com Mon May 22 20:22:58 1995

Date: Mon, 22 May 1995 15:22:58 -0500  
Message-Id: <Chameleon.4.01.2.950522112222.jproc@>  
From: jproc@worldlinx.com  
Subject: RE: hammarlund sp-600

>  
>  
>I used to have an SP-600JX in the '60's and it did NOT have a gold plated  
>tuning cap. Were some that way, most, or what? Hmmm...  
>  
>  
>Dave

The information about the gold plated capacitor came from an old product review article in which the author extolled the virtues of the gold plating. Personally, I don't think it amounts to a hill of beans. Too bad the designers didn't know about those pesky screen by-pass capacitors which blow from time to time and give fresh meaning to the old line "tune for minimum smoke". In hindsight they could have dispensed with the gold plating and applied the savings towards improving the quality of those bypass caps.

I can't say for certain which Hammarlund SP600 products did or did not have the gold plated tuning capacitor.

Regards,

-----  
Jerry Proc    VE3FAB  
E-mail: jproc@worldlinx.com  
Radio Restoration Volunteer  
HMCS Haida    Toronto, Ontario  
-----

From boatanchors@theporch.com    Mon May 22 22:03:08 1995  
Date: Mon, 22 May 1995 17:03:08 -0500  
Message-Id: <n1410960525.77738@msmailgw1.arlut.utexas.edu>  
From: "rohre" <rohre@arlut.utexas.edu>  
Subject: Indianapolis tragedy

Scott and the group,  
did I remember correctly that recently a TV show had a story on this PBY finding the survivors, and actually setting down and staying with them until further help arrived? Maybe this was a story based on the "Indianapolis" one.

Speaking of PBY's, there was one in the recent "Last African Flying Boat" where a crew retraced the East African Airways route of boats from Nile to the tip; but the interior views never caught a boatanchor aboard! They had to worry about shoulder fired missiles of rebels under the route!

From boatanchors@theporch.com Mon May 22 22:31:59 1995  
Date: Mon, 22 May 1995 17:31:59 -0500  
Message-Id: <199505222228.AA188051701@relay.hp.com>  
From: Scott Turner <scott@hpislst.lvld.hp.com>  
Subject: Re: Indianapolis tradegy

>Scott and the group,  
>did I remember correctly that recently a TV show had a story on this PBY finding  
>the survivors, and actually setting down and staying with them until further  
>help arrived? Maybe this was a story based on the "Indianapolis" one.

There was a TV movie a year or so ago on the incident. I taped it, but haven't seen it in a while. As I recall, it seemed fairly accurate and un-embellished as such shows go.

The PBY did stay on station after spotting survivors and dropping such rescue equipment as they had. As fuel ran low, they did an open ocean landing. If that wasn't enough to ensure that the plane never flew again, they took on as many sailors as the plane could hold till additional help arrived.

Needless to say, these guys qualify as genuine heros in my book.

--

Regards,

Scott Turner KGOMR scott@hpisla.lvld.hp.com -or- scottt@csn.net

From boatanchors@theporch.com Tue May 23 02:36:18 1995  
Date: Mon, 22 May 1995 21:36:18 -0500  
Message-Id: <9505230204.AA12744@uvs1.orl.mmc.com>  
From: padgett@tccslr.dnet.mmc.com (A. Padgett Peterson, P.E. Information Security)  
Subject: RE: Indianapolis tradegy

Hokay - found my copy of "The Devil's Voyage" by Chalker - paperback  
(c) 1981 ISBN 0-931773-38-5. Seems to be fact-based novilization  
(e.g. he puts words in some people's mouths). According to it, the first

plane to find the survivors was a PV-1 Ventura from VPB-52 commanded by Lt (J.G.) Wilbur Guinn and was indeed testing a new trailing wire antenna. For what is not mentioned other than it was for the "super long-range radio".

There was a problem with the stabilization weight breaking off the end and they were flying at 5,000 feet to maxize range when the oil slick and survivors were spotted. The Ventura radioed Peleliu and was soon joined by a second Ventura and a PBY captained by Lt. Adrian Marks who on seeing sharks chose to ignore orders to return and performed an open sea landing (which you are not supposed to do in a PBY).

Lt. Marks then proceeded to pick up survivors by taxiing around the area until the USS Doyle arrived on the scene and took on all personnel. The PBY was unflyable due to the stress of the landing and was sunk by a shell from the Doyle.

P.fl

From boatanchors@theporch.com Mon May 22 05:57:48 1995  
Date: Mon, 22 May 1995 00:57:48 -0500  
Message-Id: <9505220900.22615.aa@SMROUTER.AAC.COM>  
From: Johnson\_Dan@AAC.COM  
Subject: KISS batteries [was Re: PRC-47 on CW]

Content-Type: text/plain; charset=US-ASCII

On 5/17/95 at 5:54 PM, Larry/KQ4BY <lakeith@wrdis01.robins.af.mil> wrote:

> ...I suggest that you run it from 24-28 Volts DC. Two 12 volt  
> batteries in series will do it, nicely...

In one of those remarkable flashes of insight which pierces synaptic dielectrics, you solved a problem for me. Instead of continuing to search for an "affordable" 10A 24V power supply for a cold and lonely ART-13, I shall instead acquire a pair of 12V batteries. (Duh... :-S)

In addition to feeding the ART-13, those batteries may also serve as the backup power supply for the (shhh!) "lower voltage" gear which cohabitate the shack. So now I figure out how to conveniently alternate between these applications and to keep both charged from the same charger.

73 ES TNX DE KC4EWT (Herndon VA)  
Johnson\_Dan@aac.com

From boatanchors@theporch.com Mon May 22 11:51:53 1995  
Date: Mon, 22 May 1995 06:51:53 -0500  
Message-Id: <Pine.3.07.9505220754.A7749-b1000000@cap1.capaccess.org>  
From: "Richard A. Stalls" <rstalls@CapAccess.org>  
Subject: Re: KISS batteries [was Re: PRC-47 on CW]

On Mon, 22 May 1995 Johnson\_Dan@AAC.COM wrote:

> In one of those remarkable flashes of insight which pierces synaptic  
> dielectrics, you solved a problem for me. Instead of continuing to search  
> for an "affordable" 10A 24V power supply for a cold and lonely ART-13, I  
> shall instead acquire a pair of 12V batteries. (Duh... :-S)

Dan,

I suggest the Sears "Marine/RV" battery #96582. It's rated at 900 Marine cranking amps (I don't really know what that means except it's a biggie!) and has what they call a "power probe" that gives a visual indication of the state of charge. They're about \$60-70, but are frequently on sale. We just missed a 25% off sale that ended April 30, but I'm sure there will be another before long.

I have a single one of that size and it does the job very well at powering my DY-88, Motorola Motrac, and other assorted goodies.

73,

Tony

+-----+  
| Tony Stalls, K4KY0 \* Arlington, VA |  
| PLEASE REPLY TO ..... ras@us.net |  
+-----+

From boatanchors@theporch.com Mon May 22 12:28:28 1995  
Date: Mon, 22 May 1995 07:28:28 -0500  
Message-Id: <9505221223.AA09315@uvs1.orl.mmc.com>  
From: padgett@tccslr.dnet.mmc.com (A. Padgett Peterson, P.E. Information Security)  
Subject: RE: KISS batteries [was Re: PRC-47 on CW]

Johnson\_Dan@aac.com rites:

>In addition to feeding the ART-13, those batteries may also serve as the  
>backup power supply for the (shhh!) "lower voltage" gear which cohabitate  
>the shack. So now I figure out how to conveniently alternate between these

>applications and to keep both charged from the same charger.

Check your local RV supplier - they do the same thing all the time.  
P.fl

From boatanchors@theporch.com Mon May 22 13:44:32 1995  
Date: Mon, 22 May 1995 08:44:32 -0500  
Message-Id: <9505221334.AA17957@batman.rock.gtegsc.com>  
From: okas@batman.rock.gtegsc.com (Bob Okas)  
Subject: NC300 info sought

Hi All,

I picked up said receiver this past weekend sans documentation and a few tubes. I would like to get a copy of the manual & schematic, plus a 4H4 ballast tube. The particular radio I bought has a couple of extra tube sockets in it. Does anyone now of any mods that would involve this?

Thanks,

Bob - N3MBY

From boatanchors@theporch.com Mon May 22 04:49:11 1995  
Date: Sun, 21 May 1995 23:49:11 -0500  
Message-Id: <Pine.A32.3.91.950522001524.15666A-1000000@macomb.lib.mi.us>  
From: Sean McCarthy <smccarth@macomb.lib.mi.us>  
Subject: Re: Need KWS-1 info and Drake 1A man.

On Sun, 21 May 1995 Josephwp@aol.com wrote:

> You need to replace them with IREC heat dissipating shields.

Joseph (Joe?) and anyone else with some insight...

I was reading Collins service bulletins and found a Jan'57 reference to this. The bulletin suggests removing the nickel plated JAN or black shields with openings in the walls that are not "66J" type (whatever that means). I must conclude my KWS-1 was shipped with either of these originally.

The bulletin also suggested tubes would run cooler without the shields, and cooler again with the "type 66J" shields.

So, it seems your suggestion is correct, with the "ultimate" replacement being these 66J beasties, would you agree?

Would it be safe to assume my 75A-4, a late version, has these installed?  
(Collins made these oem after 1-25-57 in KWS-1's)

Sean

From boatanchors@theporch.com Mon May 22 13:41:33 1995  
Date: Mon, 22 May 1995 08:41:33 -0500  
Message-Id: <49C06A3E69@s1.xetron.com>  
From: "Jack Giehl" <JACKG@s1.xetron.com>  
Subject: Re: Need KWS-1 info and Drake 1A man.

Dear BA enthusiasts,

Sean stated he is looking for KWS-1 info.

Collins apparently came out with regular tube shields on the earliest KWS-1 units. After that they were supplied with black Collins tube shields that actually lowered the glass temperature. With the original unpainted tube shields, tubes ran hotter with the shields in place and were subject to failure. A service bulletin for the KWS-1 mentions this. (my facts may be a little fuzzy)

As far as the St. James Grey paint, I've had very good results with the spray paint sold by Nebraska Surplus. When I lightly sprayed over areas where there was a small defect, it just seems to disappear. The paint is NOT wrinkle, but I was able to use it to touch up my 75A4 and KWS-1. If you need to completely repaint a cabinet, you might want to strip it, prime it, spray with black wrinkle paint, then follow with the St. James Grey. K0BS, Butch, uses this approach and may be able to answer questions.

Replacement dial drum decals for the 75A4 and KWS-1 are available from K5GIT, Ron Follmar. I paid about \$5 per decal, and bought two of each, in case I made a mistake during application.

I did have a minor problem after I changed my KWS-1 decal. The 15 meter band originally covered 21 to 22 Mc, but the new decal showed 20.5 to 21.5 Mc. Interestingly enough, the KWS-1 manual (a late one) has the coverage as 20.5 to 21.5. I bought a new heterodyne crystal from International Crystal and only had to re-align the 15 meter driver stages to get normal operation.

I have heard bad things about the "3" Collins dealer near Pittsburgh.



Anyone planning to restore a KWS-1 should get a copy of the Collins service bulletins for the KWS-1 and a copy of the Collins Collector's Quarterly Magazine Spring, 1992 issue which features the restoration of the KWS-1.

Jack

73,

=====

Jack, WB8BFS

jackg@xetron.com Loveland, Ohio (near Cincinnati)

"Peak the grid, dip the plate, and keep the fire in the wire."

=====

From boatanchors@theporch.com Tue May 23 00:03:59 1995

Date: Mon, 22 May 1995 19:03:59 -0500

Message-Id: <Pine.HPP.3.91.950522165811.19155Z-1000000@atlas.ce.washington.edu>

From: "David W. Barts" <davidb@ce.washington.edu>

Subject: Re: Need KWS-1 info and Drake 1A man.

On Sun, 21 May 1995 JosephWP@aol.com wrote:

> I know that you may want to have original tube shields, but you really don't.

>

> Those old shields are murder on the life of your tubes. They were banned from

> use by the military in the late 50s or early 60s. You need to replace them

> with IREC heat dissipating shields. Your tubes will appreciate it; your 75A-4

> will appreciate it; and your wallet will too, in the long run.

I've never heard this before, and it concerns me because some of my radios have shields around some of their tubes.

I'd presume the "good" kind of shield looks different from the "bad" ones. Could you or anyone else post something on how to tell the difference?

David Barts N5JRN  
davidb@ce.washington.edu

UW Civil Engineering, FX-10  
Seattle, WA 98195

From boatanchors@theporch.com Tue May 23 00:44:33 1995

Date: Mon, 22 May 1995 19:44:33 -0500

Message-Id: <Pine.PCW.3.91.950522142140.7895A-1000000@dip009.pixi.com>

From: Dave Creek <dcreek@pixi.com>

Subject: Re: Need KWS-1 info and Drake 1A man.

On Mon, 22 May 1995, David W. Barts wrote:

> On Sun, 21 May 1995 JosephWP@aol.com wrote:

>

> > I know that you may want to have original tube shields, but you really don't.

> >

> > Those old shields are murder on the life of your tubes. They were banned from

> > use by the military in the late 50s or early 60s. You need to replace them

> > with IREC heat dissipating shields. Your tubes will appreciate it; your 75A-4

> > will appreciate it; and your wallet will too, in the long run.

>

> I've never heard this before, and it concerns me because some of my

> radios have shields around some of their tubes.

>

> I'd presume the "good" kind of shield looks different from the "bad"

> ones. Could you or anyone else post something on how to tell the

> difference?

This is from my experience working on military electronics in the period 1950's to 1980's.

The original shields were a metal sleeve with a spring in the top that forced the tube into the socket (retainer). The sleeve attached to a metal ring around the tube base with a bayonet lock like a bnc connector.

These were primarily a retainer and secondarily a shield.

The later versions were a metal sleeve, usually black, with a corrugated metal insert that transferred the heat from the glass envelope to the metal sleeve. These attached to the same metal base ring with spring slots rather than with a twist bayonet lock. I believe there was also a spring but my memory isn't clear on this.

There were also retainers consisting of a threaded rod sticking up alongside the tube with a metal ring and tab that fit over the top of the tube like a pal-nut. These were used on larger tubes such as 5R4's and 6AS7's

I hope this is some help,

Dave Creek, NH6BA  
Ewa Beach, HI  
dcreek@pixi.com

From boatanchors@theporch.com Mon May 22 15:13:48 1995  
Date: Mon, 22 May 1995 10:13:48 -0500  
Message-Id: <d0aLsfJ00000000000@MHS>  
From: RICHARD\_HUMPHREY@hp5200.desk.hp.com  
Subject: North Hills Swap:

I went to the North Hills Radio Club swap meet yesterday in Carmichael, CA. This is the only swap meet that is almost within walking distance of my house, so I really enjoyed it!

Saw a few BAs. Also a lot of BA parts which I haven't seen much of lately.

Saw at least three LM frequency meters. No HF command rigs. Several VHF command receivers. Quite a few transmitter tubes. Prices:

75S3B: OK condition, \$425. Unsold

51S1: Clean, rack mount, no cabinet, \$600. Sold.

SP600: No case or covers, \$?. Buyer refused \$100; he must have got it cheap.

Marble base key: Quote the seller: "that's a spark key, came off a spark rig. See them contacts, gold plated. That key was made in 1901. Came off a Liberty Ship. I want eight hundred dollars for it." Thankfully, no one bit.

DX-60 & matching VFO: Clean, no price. Sold

UG-??? signal generator. 6 bands, covers 4 to 400 MC (I think) \$150 or offer. Unusual in that it still had all the accessories in the cover. I've never seen some of these doodads.

Zenith Universal portable: AM only relative of the Zenith T/O. Probably could have got it for \$5. It had a slight problem: some artiste had painted the entire set hot pink. Pass.

I bought a box of classic radio knobs for \$1. A Millen 92101 Receiver Matching Preamp for \$15. Anybody know anything about this box? Looks like an antenna matching network for receivers, and a 6AK5 preamp which can be switched in/out. Has a plug-in coil (27-32 MHz) to set the range. Picked up a few misc tubes, parts, etc.

A fun time was had by all.

Richard  
N6NAE

From boatanchors@theporch.com Mon May 22 15:41:12 1995  
Date: Mon, 22 May 1995 10:41:12 -0500  
Message-Id: <9505221533.AA10487@uvs1.orl.mmc.com>  
From: padgett@tccslr.dnet.mmc.com (A. Padgett Peterson, P.E. Information Security)  
Subject: RE: North Hills Swap:

>Zenith Universal portable: AM only relative of the Zenith T/O.  
>Probably could have got it for \$5. It had a slight problem:  
>some artiste had painted the entire set hot pink. Pass.

Add to that 6 loctal tubes and wax paper caps. Still the WaveMagnet is  
the same as a 8G T/O. Now a "Global"...

Warmly,  
Padgett

From boatanchors@theporch.com Mon May 22 14:47:50 1995  
Date: Mon, 22 May 1995 09:47:50 -0500  
Message-Id: <9505221443.AA06353@staples.lbl.gov>  
From: staples@staples.lbl.gov (John Staples)  
Subject: Re: R-388 Drum Reprint

>> I heard that someone had done a reprint of the dial drum scales for the  
> R-388.  
>

The following one has approximately the right font and the two reverse bands,  
1.5 - 2.5, 2.5 - 3.5 have red numerals. If you are using a B&W printer,  
remove the setrgbcolor statements and the three numbers preceding them.

...John Staples, W6BM

-----cut here-----

!PS-Adobe-1.0  
%%Creator: John Staples, LBL Berkeley. Copyright 1992.  
%%Title: R-388 drum  
%%CreationDate: Dec 1992  
%%Pages: (atend)  
%%BoundingBox: 0 0 612 792  
%%EndComments

/inch {72 mul} def /cm {28.346 mul} def

```

/pageheight 11 inch def /pagewidth 8.5 inch def
/Helvetica findfont 10 scalefont setfont
/left_offset 0.9 inch def
/top_offset 1.0 inch def
/line_spacing 0.2969 inch def
/overhang 0.13 inch def
/line_lth 6 inch def
/thin 0.02 inch def
/tic_lth 0.09 inch def
/digit_sep 0.13 inch def
/page_position pageheight top_offset sub def

```

```

% draw_line -
/draw_line {
thin setlinewidth
left_offset overhang sub page_position moveto left_offset overhang add line_lth
add
page_position lineto stroke
0 1 10 {10 div line_lth mul left_offset add dup page_position moveto page_position
tic_lth add lineto stroke } for
} def

```

```

% (digit) position numbers -
/numbers {2 dict begin /position exch def
dup stringwidth pop 2 div /strwth exch def
position 10 div line_lth mul strwth sub left_offset add digit_sep page_position
add
moveto
show end }def

```

```

/advance { page_position line_spacing sub /page_position exch def } def

```

```

draw_line
(0.5) 0 numbers (0.6) 1 numbers (0.7) 2 numbers (0.8) 3 numbers (0.9) 4 numbers
(1.0) 5 numbers
(1.1) 6 numbers (1.2) 7 numbers (1.3) 8 numbers (1.4) 9 numbers (1.5) 10 numbers
advance

```

```

draw_line
1.0 0.2 0.2 setrgbcolor
(2.5) 0 numbers (2.4) 1 numbers (2.3) 2 numbers (2.2) 3 numbers (2.1) 4 numbers
(2.0) 5 numbers
(1.9) 6 numbers (1.8) 7 numbers (1.7) 8 numbers (1.6) 9 numbers (1.5) 10 numbers
advance

```

```
0 0 0 setrgbcolor
draw_line
1.0 0.2 0.2 setrgbcolor
(3.5) 0 numbers (3.4) 1 numbers (3.3) 2 numbers (3.2) 3 numbers (3.1) 4 numbers
(3.0) 5 numbers
(2.9) 6 numbers (2.8) 7 numbers (2.7) 8 numbers (2.6) 9 numbers (2.5) 10 numbers
advance
```

```
0 0 0 setrgbcolor
draw_line
(3.5) 0 numbers (3.6) 1 numbers (3.7) 2 numbers (3.8) 3 numbers (3.9) 4 numbers
(4.0) 5 numbers
(4.1) 6 numbers (4.2) 7 numbers (4.3) 8 numbers (4.4) 9 numbers (4.5) 10 numbers
advance
```

```
draw_line
(4.5) 0 numbers (4.6) 1 numbers (4.7) 2 numbers (4.8) 3 numbers (4.9) 4 numbers
(5.0) 5 numbers
(5.1) 6 numbers (5.2) 7 numbers (5.3) 8 numbers (5.4) 9 numbers (5.5) 10 numbers
advance
```

```
draw_line
(5.5) 0 numbers (5.6) 1 numbers (5.7) 2 numbers (5.8) 3 numbers (5.9) 4 numbers
(6.0) 5 numbers
(6.1) 6 numbers (6.2) 7 numbers (6.3) 8 numbers (6.4) 9 numbers (6.5) 10 numbers
advance
```

```
draw_line
(6.5) 0 numbers (6.6) 1 numbers (6.7) 2 numbers (6.8) 3 numbers (6.9) 4 numbers
(7.0) 5 numbers
(7.1) 6 numbers (7.2) 7 numbers (7.3) 8 numbers (7.4) 9 numbers (7.5) 10 numbers
advance
```

```
draw_line
(7.5) 0 numbers (7.6) 1 numbers (7.7) 2 numbers (7.8) 3 numbers (7.9) 4 numbers
(8.0) 5 numbers
(8.1) 6 numbers (8.2) 7 numbers (8.3) 8 numbers (8.4) 9 numbers (8.5) 10 numbers
advance
```

```
draw_line
(8.5) 0 numbers (8.6) 1 numbers (8.7) 2 numbers (8.8) 3 numbers (8.9) 4 numbers
(9.0) 5 numbers
(9.1) 6 numbers (9.2) 7 numbers (9.3) 8 numbers (9.4) 9 numbers (9.5) 10 numbers
advance
```

```
draw_line
(9.5) 0 numbers (9.6) 1 numbers (9.7) 2 numbers (9.8) 3 numbers (9.9) 4 numbers
(10.0) 5 numbers
```

(10.1) 6 numbers (10.2) 7 numbers (10.3) 8 numbers (10.4) 9 numbers (10.5) 10 numbers  
advance

draw\_line  
(10.5) 0 numbers (10.6) 1 numbers (10.7) 2 numbers (10.8) 3 numbers (10.9) 4 numbers (11.0) 5 numbers  
(11.1) 6 numbers (11.2) 7 numbers (11.3) 8 numbers (11.4) 9 numbers (11.5) 10 numbers  
advance

draw\_line  
(11.5) 0 numbers (11.6) 1 numbers (11.7) 2 numbers (11.8) 3 numbers (11.9) 4 numbers (12.0) 5 numbers  
(12.1) 6 numbers (12.2) 7 numbers (12.3) 8 numbers (12.4) 9 numbers (12.5) 10 numbers  
advance

draw\_line  
(12.5) 0 numbers (12.6) 1 numbers (12.7) 2 numbers (12.8) 3 numbers (12.9) 4 numbers (13.0) 5 numbers  
(13.1) 6 numbers (13.2) 7 numbers (13.3) 8 numbers (13.4) 9 numbers (13.5) 10 numbers  
advance

draw\_line  
(13.5) 0 numbers (13.6) 1 numbers (13.7) 2 numbers (13.8) 3 numbers (13.9) 4 numbers (14.0) 5 numbers  
(14.1) 6 numbers (14.2) 7 numbers (14.3) 8 numbers (14.4) 9 numbers (14.5) 10 numbers  
advance

draw\_line  
(14.5) 0 numbers (14.6) 1 numbers (14.7) 2 numbers (14.8) 3 numbers (14.9) 4 numbers (15.0) 5 numbers  
(15.1) 6 numbers (15.2) 7 numbers (15.3) 8 numbers (15.4) 9 numbers (15.5) 10 numbers  
advance

draw\_line  
(15.5) 0 numbers (15.6) 1 numbers (15.7) 2 numbers (15.8) 3 numbers (15.9) 4 numbers (16.0) 5 numbers  
(16.1) 6 numbers (16.2) 7 numbers (16.3) 8 numbers (16.4) 9 numbers (16.5) 10 numbers  
advance

draw\_line  
(16.5) 0 numbers (16.6) 1 numbers (16.7) 2 numbers (16.8) 3 numbers (16.9) 4

numbers (17.0) 5 numbers  
(17.1) 6 numbers (17.2) 7 numbers (17.3) 8 numbers (17.4) 9 numbers (17.5) 10  
numbers  
advance

draw\_line  
(17.5) 0 numbers (17.6) 1 numbers (17.7) 2 numbers (17.8) 3 numbers (17.9) 4  
numbers (18.0) 5 numbers  
(18.1) 6 numbers (18.2) 7 numbers (18.3) 8 numbers (18.4) 9 numbers (18.5) 10  
numbers  
advance

draw\_line  
(18.5) 0 numbers (18.6) 1 numbers (18.7) 2 numbers (18.8) 3 numbers (18.9) 4  
numbers (19.0) 5 numbers  
(19.1) 6 numbers (19.2) 7 numbers (19.3) 8 numbers (19.4) 9 numbers (19.5) 10  
numbers  
advance

draw\_line  
(19.5) 0 numbers (19.6) 1 numbers (19.7) 2 numbers (19.8) 3 numbers (19.9) 4  
numbers (20.0) 5 numbers  
(20.1) 6 numbers (20.2) 7 numbers (20.3) 8 numbers (20.4) 9 numbers (20.5) 10  
numbers  
advance

draw\_line  
(20.5) 0 numbers (20.6) 1 numbers (20.7) 2 numbers (20.8) 3 numbers (20.9) 4  
numbers (21.0) 5 numbers  
(21.1) 6 numbers (21.2) 7 numbers (21.3) 8 numbers (21.4) 9 numbers (21.5) 10  
numbers  
advance

draw\_line  
(21.5) 0 numbers (21.6) 1 numbers (21.7) 2 numbers (21.8) 3 numbers (21.9) 4  
numbers (22.0) 5 numbers  
(22.1) 6 numbers (22.2) 7 numbers (22.3) 8 numbers (22.4) 9 numbers (22.5) 10  
numbers  
advance

draw\_line  
(22.5) 0 numbers (22.6) 1 numbers (22.7) 2 numbers (22.8) 3 numbers (22.9) 4  
numbers (23.0) 5 numbers  
(23.1) 6 numbers (23.2) 7 numbers (23.3) 8 numbers (23.4) 9 numbers (23.5) 10  
numbers  
advance

draw\_line



(23.5) 0 numbers (23.6) 1 numbers (23.7) 2 numbers (23.8) 3 numbers (23.9) 4 numbers (24.0) 5 numbers  
(24.1) 6 numbers (24.2) 7 numbers (24.3) 8 numbers (24.4) 9 numbers (24.5) 10 numbers  
advance

draw\_line  
(24.5) 0 numbers (24.6) 1 numbers (24.7) 2 numbers (24.8) 3 numbers (24.9) 4 numbers (25.0) 5 numbers  
(25.1) 6 numbers (25.2) 7 numbers (25.3) 8 numbers (25.4) 9 numbers (25.5) 10 numbers  
advance

draw\_line  
(25.5) 0 numbers (25.6) 1 numbers (25.7) 2 numbers (25.8) 3 numbers (25.9) 4 numbers (26.0) 5 numbers  
(26.1) 6 numbers (26.2) 7 numbers (26.3) 8 numbers (26.4) 9 numbers (26.5) 10 numbers  
advance

draw\_line  
(26.5) 0 numbers (26.6) 1 numbers (26.7) 2 numbers (26.8) 3 numbers (26.9) 4 numbers (27.0) 5 numbers  
(27.1) 6 numbers (27.2) 7 numbers (27.3) 8 numbers (27.4) 9 numbers (27.5) 10 numbers  
advance

draw\_line  
(27.5) 0 numbers (27.6) 1 numbers (27.7) 2 numbers (27.8) 3 numbers (27.9) 4 numbers (28.0) 5 numbers  
(28.1) 6 numbers (28.2) 7 numbers (28.3) 8 numbers (28.4) 9 numbers (28.5) 10 numbers  
advance

draw\_line  
(28.5) 0 numbers (28.6) 1 numbers (28.7) 2 numbers (28.8) 3 numbers (28.9) 4 numbers (29.0) 5 numbers  
(29.1) 6 numbers (29.2) 7 numbers (29.3) 8 numbers (29.4) 9 numbers (29.5) 10 numbers  
advance

draw\_line  
(29.5) 0 numbers (29.6) 1 numbers (29.7) 2 numbers (29.8) 3 numbers (29.9) 4 numbers (30.0) 5 numbers  
(30.1) 6 numbers (30.2) 7 numbers (30.3) 8 numbers (30.4) 9 numbers (30.5) 10 numbers

showpage

From boatanchors@theporch.com Tue May 23 01:54:51 1995  
Date: Mon, 22 May 1995 20:54:51 -0500  
Message-Id: <950522214828\_128413276@aol.com>  
From: CarlHeintz@aol.com  
Subject: R-388 for sale

Collins R-388 for sale. This one is missing top and bottom pannels, and the drum is yellowed, but still readable. Front pannel is nice, but if you look in the right light, you can see that somebody patched the paint. Runs pretty good. Asking \$240 includes military style rack cabinet.  
CarlHeintz@aol.com

From boatanchors@theporch.com Mon May 22 16:02:37 1995  
Date: Mon, 22 May 1995 11:02:37 -0500  
Message-Id: <d0aLvxy0000000000@MHS>  
From: RICHARD\_HUMPHREY@hp5200.desk.hp.com  
Subject: RE: R-390A Cleaning

Item Subject: RE: R-390A Gear Cleaning

>I would like to get some ideas on how to clean the gear train on  
>the R-390A receiver....what methods/chemicals etc. Also, what  
>lubricant would be best. Thanks in advance.

I cleaned the crud out of mine using kerosene and a stiff brush. Kerosene will dissolve or soften the old grease and other stuff that's in there.

It's not as nasty as some other chemicals, so you won't be killing yourself or damaging any protective coatings (if there are any) on the metal parts. Conversely, it doesn't work as vigorously, so you might have to spend a bit more time working at it. It will eventually evaporate and leave a slight oily film which keeps things from rusting until you can re-oil and re-grease.

I pulled the gearbox out as an assembly (didn't take it apart!). Put some kerosene in a bucket, and using a brush slosh it around and work it in. Keep at it until you're satisfied.

This method probably won't get things as spotless as taking it completely apart and doing each piece individually. However, while my radio still isn't in concourse condition, it now tunes without grinding.

I tried teflon grease from a hobby shop. It seems to work OK.  
Richard  
N6NAE.

From boatanchors@theporch.com Tue May 23 01:50:13 1995  
Date: Mon, 22 May 1995 20:50:13 -0500  
Message-Id: <950522214549\_128413252@aol.com>  
From: CarlHeintz@aol.com  
Subject: R-390A for sale

R-390 for sale. This one has covers, meters, manual and front pannel in good shape. There is one area, near the tuning knob where paint is not perfect.  
Asking \$325 CarlHeintz@aol.com

From boatanchors@theporch.com Mon May 22 20:48:03 1995  
Date: Mon, 22 May 1995 15:48:03 -0500  
Message-Id: <9505222044.AA17317@jupiter>  
From: Andy Wallace <wallace@mc.com>  
Subject: R-390A meters, laser scanned

Since someone went to the trouble of making a laser-printable R-388 drum dial, how about someone scanning in the (radioactive) meter scales of the R-390A and R-392? <But be careful!> It would seem to me that making them available on the Archive, especially if the Fair Radio Sales part number of the equivalent size/movement meter was included, would be a perfect altruistic gesture to BAdom!

--Andy

From boatanchors@theporch.com Mon May 22 22:41:41 1995  
Date: Mon, 22 May 1995 17:41:41 -0500  
Message-Id: <950522183910\_127974794@aol.com>  
From: KD0HG@aol.com  
Subject: Re: R-390A meters, laser scanned

Wallace@mc.com asked about the availability of artwork for the R-390A meters. Ray Osterwald, N0DMS, has the artwork for the R-390A meters as well as ordering info from the original manufacturer. I think he said they were around \$60 each new a year or two ago. Don't know if his artwork is photonegative or Xerox. He's not on e-mail but can be reached at 303-571-2644 from 7:30 to 4 MT. Actually, if they are truly radioactive someone could

probably generate "artwork" by taping a piece of unexposed photographic film on one for a while, then developing it...(what's wrong with this picture??)  
Bill, kd0hg

From boatanchors@theporch.com Mon May 22 14:32:25 1995  
Date: Mon, 22 May 1995 09:32:25 -0500  
Message-Id: <9505221417.AA14468@us2rnc.zko.dec.com>  
From: harlan@csoa1.enet.dec.com  
Subject: R390A I.F. ???

Yo' You's,

I worked on an R390A this weekend that had about 4" of white Teflon coated hookup wire hanging off one of the Mechanical Filter terminals. This was on the output end of the filter. It was there for extra "C" and did make a noticable change in gain when moved about.

Has anyone else seen that done? Do we think it was MIL.? The R390A was/is 14-PHILA-56 (Mot). The IF deck was also Motorola however I'm not sure if from the same Contract. It looked newer and there was quite a spread in serial nums. The IF did have the 8-50 pf trimmers on the filters. The filters were standard Collins Mechanical types and the rig was early enough in the contract NOT to have the additional B+ fuse

Finding stuff like that when your trying to do a "by the book alignment" makes one wonder if the IF Gain adjustment paragraph is just some arbatrary setting that allows you to get through the rest of the alignments. The variations in output level between the filters is quite large when measured at the Diode Load terminal, However when I do the AM Sensitivity tests there doesnt seem to be much Difference between setting gain at -7 on the hot filter or -7 on the weak filter.

Comments/experiances/suggestions/"your ways" would be greatly appreciated.

Dan Harlan N8ETQ  
Cleve.,Oh.

From boatanchors@theporch.com Tue May 23 01:17:26 1995  
Date: Mon, 22 May 1995 20:17:26 -0500

Message-Id: <9505221621.AA0886@hqsmtp.ops.3com.com>  
From: Joe Reda/HQ/3Com <Joe\_Reda@3mail.3com.com>  
Subject: Re: R390A meter question ?

Jack sez:

>The truth? Some nitwit somewhere with a political correctness  
>dictionary in his hip pocket... or slightly towards the middle... or  
>maybe even suffering from crainio-rectalitis... figured that the  
>government might get sued by people who began to glow in the dark like  
>the meter movements did! They were treated with pico-doses of radium,  
>and fear that someone might lick the meter faces or eat several in a  
>sitting prompted them to be removed.

Jack's pretty correct here. What you get is a mutilated, cut-up 390A instead of a complete unit, just because of bureaucratic worrying.

A few years ago, Dallas Lankford and colleagues of the Hollow State Newsletter pulled a meter out of a 390A and took it to the lab at the university that Dallas taught at. They did some radiation measurements and concluded that, in order to get the minimum recommended dose of radiation, one would have to hold the exposed meter face up to your skin, continuously, for around twenty years.

I don't plan on removing the meters from my 390A.

Joe KC6TXU

From boatanchors@theporch.com Mon May 22 18:00:43 1995  
Date: Mon, 22 May 1995 13:00:43 -0500  
Message-Id: <9505221757.AA375260@rs2.ccd.harris.com>  
From: dsnowden@ccd.harris.com (Doug Snowden)  
Subject: Rays Surplus List

I have received several responses from people wanting Ray Sumperls list. Unfortunately a lot of you have your return addresses stripped along the way and I am not able to save your message and respond later. The following list was put together by Ray. If you don't already know, he lives in Palm Bay, Fla (south of the Cape). I cannot vouch for condition or anything about this stuff. The only thing I know is that he cannot possibly get even a small car in that garage.

2 each RAL

1 each RAK  
1 each RBB  
1 each RBC  
1 each RBS  
1 each RBM  
5 each BC-348  
3 each BC-342  
1 each BC-314  
1 each TCS set  
1 each Dual Variable power supply  
1 each Lambda power supply #71  
1 each GR 1001A signal generator.

I just got Rays telephone number: (407) 677-4952  
I don't think he is willing to ship anything. He has other stuff you can find out about (misc parts, etc).

Dont call me. Call Ray

Doug N4IJ dsnowden@ccd.harris.com

From boatanchors@theporch.com Mon May 22 12:11:57 1995  
Date: Mon, 22 May 1995 07:11:57 -0500  
Message-Id: <9505221208.AA296354@rs2.ccd.harris.com>  
From: dsnowden@ccd.harris.com (Doug Snowden)  
Subject: Surplus Liquidation

The other day I had a dream about boatanchors. Two days later Ray Sumperl called me and asked me to come scope out his garage, as he is getting rid of all... I did, but not being interested in military ba's I declined. I took a short list of the big stuff. He wants to get rid of this stuff. He has already had someone drive down from D.C. and pick up all his ham ba's (my interest). I don't think he will ship anything, so someone that wanted to get it all (and make the trip worth it) would do best. I actually forgot to bring the list in to work (its out in my car now). So if you email me a msg I'll fire back a list by days end. I don't think he wants a bunch of callers, so what I'll do is take your offer and pass it on to him. I don't think you can get to him via email. Those of you that know his ph nr can call him I suppose. Until I get the list together (it is about 10-15 items) I can remember:

3 each BC-348  
RAK  
RAL  
Variable voltage power supply  
And my memory fades.

Not on the list is more junk like incomplete sets, xfmrs, tubes, etc  
that I suppose he would include.

73 Doug N4IJ dsnowden@ccd.harris.com

From boatanchors@theporch.com Mon May 22 20:58:55 1995  
Date: Mon, 22 May 1995 15:58:55 -0500  
Message-Id: <801176185.7631734@AppleLink.Apple.COM>  
From: FRANCIS4@applelink.apple.com (Francis, Dexter)  
Subject: Swan 117XC P.S. available

Greetings -

As I mentioned in a previous posting, I picked up a Swan 117XC Power Supply at the swap fest this weekend. I've opened it up, and while it is all there, my nose tells me it's been pretty warm. Being the Drake fan that I am and having ample projects on the roster already, I'd be pleased to pass it on to a Swan afficianato. I don't have the proper Cinch Jones connectors to fire it up or schematic, so beware that it may just be a toasted brick.

If anyone is interested, drop me a line.

-df (N0YLIJ)

From boatanchors@theporch.com Mon May 22 17:35:44 1995  
Date: Mon, 22 May 1995 12:35:44 -0500  
Message-Id: <199505221732.AA162603977@hp.com>  
From: Scott Turner <scott@hplst.lvld.hp.com>  
Subject: Re: TCS-8

1st off, apologies to Ray for copy of his article I accidently managed to send! I plead Monday morning as my excuse.

Ray writes:

> I'm sure there are folks out there who will be glad to tell you of the  
> wartime service provided by the TCS series of equipment. Fair Radio can  
> provide a photocopy of the needed manual sections. Get someone to talk  
> about how the sinking of USS INDIANAPOLIS in the last days of the war led  
> to installation of this great rig on all Naval ships as an emergency  
> radio.

I missed the original article, and am not familiar with the TCS equipment, but if someone would be kind enough to tell me the story as regards the USS Indianapolis it would be much appreciated. My dad was a young Signalman on the Indianappolis when it was sunk and was (fortunately) one of the handful of survivors.

What, exactly is the TCS, how was it used, and how did the Indianapolis tragedy lead to its usage?

Thanks in advance.

--

Regards,

Scott Turner KG0MR scott@lvld.hp.com -or- scottt@csn.net

From boatanchors@theporch.com Mon May 22 18:03:11 1995  
Date: Mon, 22 May 1995 13:03:11 -0500  
Message-Id: <199505221759.AA272045578@relay.hp.com>  
From: Scott Turner <scott@hpislst.lvld.hp.com>  
Subject: Re: TCS-8

Hello again,

> The Great Shark Feast was not a result of a lack of good comm, it stemmed  
> from the secrecy surrounding the delivery of a certain atomic device that  
> had everyone thinking the Indy was somewhere else.

Sorry, this is a bit off topic but I hope of some general interest since it did come up.

No, this is not exactly the reason for the problems in realizing the Indianapolis had gone down. The ship had already dropped off the bomb, and its routing at this stage was no particular secret. At least no more so than any other capital ship. The real problem stemmed from the fact that it was un-escorted (not deemed necessary at this late stage in the war) and that standard naval policy was to \*NOT\* report arrivals in port. The feeling was that reports of ship arrivals made the



information too available and easily intercepted by the enemy. Since arrivals were not reported, the non-arrival of the Indianapolis was not noted by anyone of reasonable rank.

Back in the dimmer synaps  
> is the recollection that it was torpedoed in the wee-wee hours and went  
> down fairly quickly.

Shortly after midnight on a partly cloudy night. 12 minutes of pandemonium elapsed between the 1st torpedo, and the ship disappearing into the Pacific.

> An emergency message was sent and received but the  
> confusion occurred because it was sent in the clear and management decided  
> that we did not have a ship in the vicinity so it must have been a Japanese  
> attempt to lure rescue ships into a remote area.

Nope. To the best of my knowledge, no signal was ever received. I believe a message was attempted, but probably didn't make it out. Things happened really fast. I've certainly never heard any report of a signal having been received by anyone. Again, people did know where the ship was supposed to be. It was simply the, ahem... strange methods the Navy used in reporting ships into port that led to no one noting the Indianapolis' non-arrival. That was the error.

> (Might be wrong, was a while ago - do remember a book "The Devil's Voyage"  
> by Jack Chalker on the subject - think I have it \*somewhere\*)

There have been several books written on the Indianapolis tragedy. Of the Indianapolis' crew of approximately 1200, it is estimated that 900 or so actually made it into the water. By the time they were found, only around 300 were pulled out. Dad was lucky. It was the greatest naval tragedy in US naval history and few have heard of it. It was the end of the war and the navy didn't want a black eye going into the post-war cutback period they knew was coming. There was a court-martial, but not of anyone truly responsible. The ship's captain was cited for "failure to zig-zag", ending his career. In an unprecedented move, the navy actually called the Japanese submarine commander to testify against him. If anyone is interested, I can provide additional info.

And just to keep things in the boatanchor spirit... The ship was actually found when a PBY on patrol was testing a new trailing longwire antenna. The antenna kept snapping off. While fiddling with it, one of the crew spotted debris and oil. When they reported this information, they were told it was impossible as no ship was in the area. This was believed to be the case \*not\* because the navy didn't know where the Indianapolis was supposed to be, but because they didn't know where it

really was. The brass believed the ship to be already in port. This is perhaps where Padgett was confused.

BTW, if anyone has more information on the antenna the PBY was testing, I'd be most appreciative. I'm naturally quite interested in Indianapolis trivia. One of my most prized possessions is the autograph my dad got for me from the PBY pilot on the inside cover of one of the previously mentioned books.

Hope this didn't bore anyone too much and wasn't too far off topic.

--

Regards,

Scott Turner KG0MR scott@lvld.hp.com -or- scottt@csn.net

From boatanchors@theporch.com Mon May 22 20:20:42 1995

Date: Mon, 22 May 1995 15:20:42 -0500

Message-Id: <Chameleon.4.01.2.950522105742.jproc@>

From: jproc@worldlinux.com

Subject: Re: Tube Tester - Stark 9-11

>If it doesn't say mutual transconductance, it's probably a emission  
>tester.

John,

Thanks for the information. Your probably right because the meter only shows GOOD/WEAK/BAD. Some additional questions have arisen since I sent the original post. On the front panel, there is a filament voltage control, a shunt control a type selector switch and a line voltage control. There was no manual with the unit but I do have the data cards which fit into the lid. When I tried to test the first a 6K6, I was bewildered by the socket selection.

There are 3 octal sockets. One is unlabelled, the other are called 2 and 3. There are two loctal sockets. One is unlabelled the other is called 1. There are 4 seven pin miniature sockets: W, X, Y and unlabelled. Plus there are two sockets for testing the old tubes like 47's, 80's etc. The type selector switch is labelled 1, A, 2, B, 3, C, 4, D, 5, E, 6. There is nothing intuitive between these numbering schemes.

>From the data card, some of the tubes are prefixed with letters which refer

the reader to the notes at the bottom. Some of the notes refer to specific socket designations. My question is: Is there such a thing as a 'default' socket. ie (if I was testing a 7 pin tube, which one of the 4 sockets would I choose?)

Any thoughts?

Regards,

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Jerry Proc    VE3FAB  
E-mail: jproc@worldlinux.com  
Radio Restoration Volunteer  
HMCS Haida    Toronto, Ontario  
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From boatanchors@theporch.com    Mon May 22 06:58:44 1995  
Date: Mon, 22 May 1995 01:58:44 -0500  
Message-Id: <Pine.SUN.3.91.950522165123.11459B-100000@eram.esi.com.au>  
From: Dave Horsfall <dave@esi.COM.AU>  
Subject: Re: Why buy used Tubes?

On Thu, 18 May 1995, Deane D McIntyre wrote:

[ On fixing a 2.45 MMc/s oscillator ]

> Of course the same precautions that apply to working on any QRO firebottle  
> rig apply.

Even more so - these things are LETHAL! I vaguely recall that the HT is actually -ve, and this has killed a lot of wannabe technicians...

Please, take care.

--

Dave Horsfall (VK2KFU) | dave@esi.com.au | VK2KFU @ VK2AAB.NSW.AUS.OC | PGP 2.6  
Opinions expressed are mine. | E7 FE 97 88 E5 02 3C AE 9C 8C 54 5B 9A D4 A0 CD